



NEWSLETTER

P.O. Box 118, West Mystic, CT 06388

Vol. 5, No. 1, Fall 1977

ASA Awards to Braynard, Warburton

The first recipients of the American Schooner Association Award for Outstanding Contribution to Traditional Sailing were voted at the annual meeting of ASA held at the Mystic Seaport on March 26.

The meeting also saw the passing of the commodorial baton from Chuck Gregory, who becomes Secretary-Treasurer, to Joe Myers of the schooner ANEMONE.

Although the ASA Awards had been voted into existence several years previously, they had never been awarded until this year. But the accomplishments of the two individuals recognized by these awards were such memorable achievements, that the voting membership favored them unanimously.

The two gentlemen honored are: Frank Braynard, general manager and conceiver of Operation Sail 1976 in New York Harbor; and Barclay Warburton, the man primarily responsible for bringing the Tall Ships to Newport prior to their rendezvous in New York.

Without a doubt, these two men gave millions of Americans, not to mention sailing buffs, the nautical spectacle of the century, a gathering of most of the remaining squareriggers still sailing the world's seas. There is also little doubt that OpSail was the highlight of the Bicentennial celebration. It is fitting and proper that Messrs. Braynard and Warburton be the first recipients of the ASA award.

The assembled members gave a warm round of applause to Chuck Gregory as he stepped down from the Commodore's chair to assume the Secretary-Treasurer position. One of the founders of ASA, Chuck, more than anyone else, has been responsible for holding the organization

together during a couple of lean years and spearheading its regeneration last year.

No less a vote of thanks should go to Mike Sturges who has served as ASA's Secretary-Treasurer since the organization's founding in 1972. However, Mike's valuable time is now totally consumed in his duties as coordinator of the upcoming convocation of maritime museums which will soon be held at Mystic Seaport.

The new Commodore is Joe Myers of New Britain, Ct., and the Commodore's burgee will fly proudly from the masthead of the George Stadel designed schooner ANEMONE. Also taking office with Joe were Sam Hoyt of New York and WILD SWAN as Vice Commodore, and Peter Sanger of Fisher's Island and SAPPHIRE as Rear Commodore.

The editor of the Newsletter also made his customary plea to the membership to furnish news items during the year.

Following the business meeting, the Seaport hosted a luncheon in the Sea-

men's Inne. Ed Yeomans, former owner of AMBERJACK, showed films of the schooner's last challenge for the International Trophy with the Canadian schooner SEBIM.

And finally, George Stadel, noted naval architect and designer from Stamford, Ct., spoke of his early experience building schooners in Nova Scotia.

Message from The Commodore

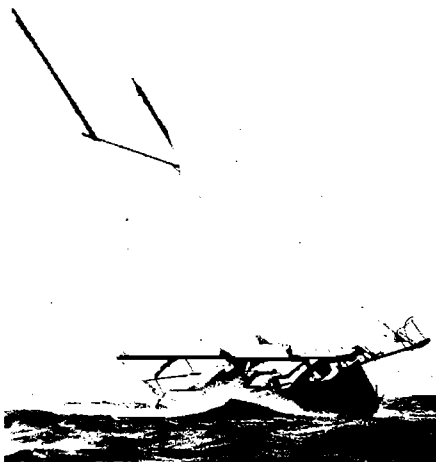
At the annual meeting of members of the American Schooner Association held at Mystic Seaport on March 26th, a great amount of enthusiasm was expressed for continuing the organization and support of its activities.

The Association is primarily fulfilling a coordinating and informational function while promoting increasing interest in sailing, building and restoring schooners and other traditional sailing vessels.

Two American Schooner Association Awards were voted for 1976. These awards are for Outstanding Contribution to Traditional Sailing, and are to be given to: Frank Braynard, for Operation Sail, New York, 1976; and Barclay Warburton, for Tall Ships, Newport, 1976. Appropriate certificates and plaques will be presented to the recipients at the dinner following the Mystic Seaport Schooner Race to be held Saturday, September 24, 1977.

We are delighted with the reported activity of the Chesapeake Traditional Sailing Association, a recent ASA affiliate, about which you'll read more elsewhere in the Newsletter. We would be happy to learn of similar groups in other areas, too.

Please send us news for the next issue of the Newsletter. Meantime, here's for safe sailing and fair winds.



NYLLA

Photo Mary Anne Stets

Coming Events

September 24	Mystic Seaport Invitational Schooner Race
September 25	Douglaston Windjammers Race
October 1	Mayor's Trophy Schooner Race
October 8-9	Essex Traditional Boat Weekend

AT LAST, Some Fresh New Faces

You should be seeing quite a lot of one of the newest ASA schooners this summer. AT LAST, owned by naval architects and designers Bruce Bingham and Katy Burke, having weathered the severe winter at anchor in Oyster Bay, N.Y., is entered in most of the traditional boat events on the season's calendar.

AT LAST is a 36' gaff rigger designed and built by Reaney McGilvray of Gloucester in 1973. The new owners' odyssey to its present rendezvous aboard the schooner is an interesting one and has

received quite a bit of press in various nautical journals and local newspapers.

Both Bingham and Burke were reasonably successful designers in Newport Beach, Calif., gradually becoming disenchanted with long working hours, demanding clients, and, mainly, the total absence of time off to go sailing. So they chucked the whole bit and came east to look for a schooner, which they found amidst the ice floes in Gloucester in March 1976.

When they found AT LAST, she was

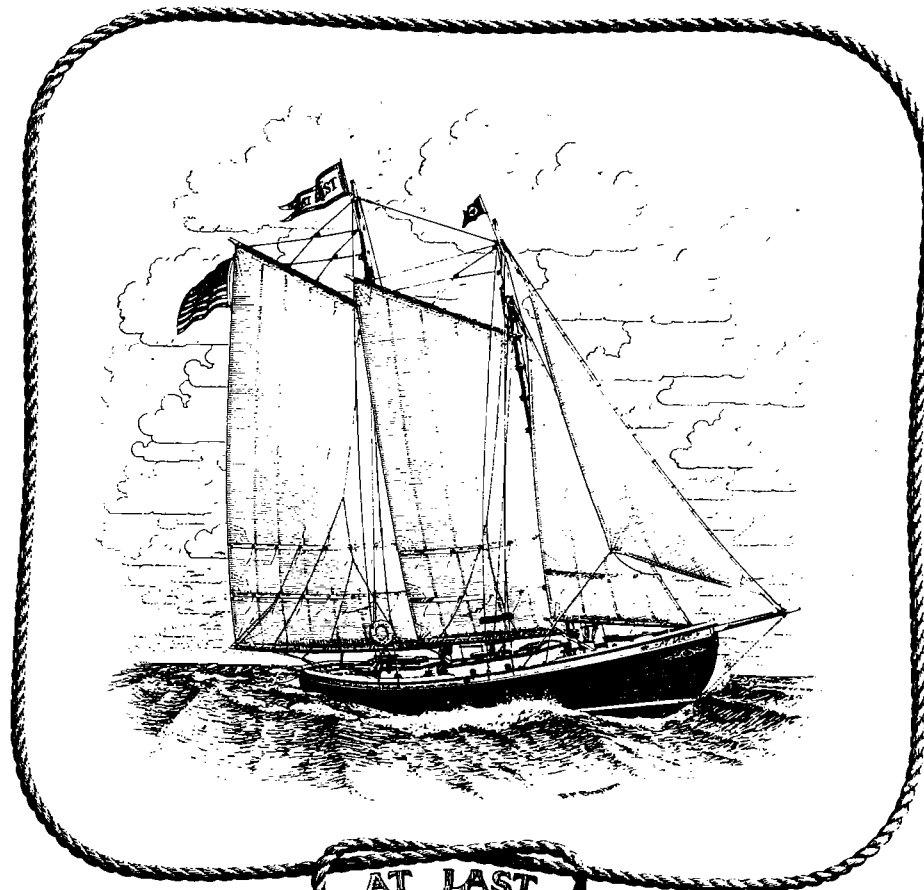
little more than a bare hull, having fallen victim to that bane of boatmen, lack of liquid assets. Fortunately, both are busy with the tools of the carpenter's trade, and they soon made the schooner at least liveable. Come summer they set off to see what the east coast had to offer and, in the process, sailed some 2,000 miles, all without an engine. January 5, 1977, found them in Oyster Bay with no definite plans to winter there. But the ice changed that.

Now Oyster Bay has long had a reputation as a headquarters of the more refined yachting circles, a coterie not often breached by the ASA membership. So there's no telling just what went through the Burke and Bingham minds when they realized they were probably going to be lying off the staid old Seawanhaka Corinthian Yacht Club for the better part of a winter.

Happy to report that the denizens of Oyster Bay and particularly yachtsman Drayton Cochrane took the hardy schoonerpeople to their hearts, and, as Bingham, puts it, "We've made a lot of friends, particularly at Seawanhaka."

The fitting out months saw some rebuilding and rerigging of AT LAST, plus an appearance on the April cover of SAIL magazine to which Bingham contributes a series "Sailor's Sketchbook," and now, with a working engine, they are planning on participating in as many of the schooner events as possible.

So, if you see a darkhulled Gloucester type gaffer pulling into your harbor, drop by and say hello to two of the newer, and very welcome, members of the ASA. It's good to have you aboard.



Length - o.p. 35' 11"
 Length - w.l. 29' 5 1/2"
 Beam 9' 10"
 Draft 2' 8"
 Displacement 19,000 lbs

AT LAST
GLOUCESTER

Registered Net 10 tons
 Designer - Builder
 Reaney McGilvray
 Gloucester, Mass. 1973

For Sale

The following schooners are seriously for sale:

OCEANUS, 37' Nova Scotia gaff rigger, built 1961, price \$12,000, contact Walter B. Lincoln (203) 445-8501. TALISMAN, Alden Malabar IV, built 1924, price \$15,000, contact Chuck Gregory, (203) 561-0029. J. N. CARTER, 50' Bugeye, built 1964, price \$72,000, contact Sid Dickson, (301) 745-9592. BOUNTY, 38' Nova Scotia marconi schooner, built 1938, price \$22,500, contact Sam Hoyt (203) 323-8888. BILLY BONES, 42' Casey staysail schooner, built 1929, price \$25,600, contact Sam Hoyt. THALIA, SA, 30' Dauphinee marconi schooner, built 1946, price \$13,500, contact Sam Hoyt.

Fine Showings by ASA Boats

In New York — New London Race

Who'd a ever think that some poor old schooner men, who have enough troubles just racing against other schooner men, would ever be faced with having to beat the former LA FORZA DEL DESTINO or a 12 meter? But that's just what happened in the New York Times' first New York to New London Race on July 7. And the schooners did quite well.

A true mixed bag of 47 yachts had entered the overnight race, but only 27 made it to the starting line in mid Sound between Larchmont and Glen Cove. The field was divided into two Divisions with two classes in each Division and prizes were awarded for the first three corrected time finishers in each class and the elapsed time finisher in each Division.

The matchup in Division I, which was also racing for prize money put up by the Times, was between BOUNDING HOME, Tom Schiller's swift staysail schooner out of Stamford, TRADE WIND, the Schooner Inc. Research Vessel from New Haven, both in Class A, and the 12 meter sloop GLEAM, in Class B. Also racing in Class A were the Association schooners TYEHEE, HERANDIS and ALICIA, and in Class C EBB TIDE and PANDORIAN.

Flukey easterlies, naturally, prevailed at the start which meant a lot of tacking for the first leg of the race to Stratford Shoal. After passing Middle Ground, though, the wind steadied in the southeast and most boats were able to fetch Bartlett Reef, passing south of Lond Sand Shoal, on one tack. From Bartlett Reef the course ran up New London Harbor to finish off New London Ledge light, a run of about 80 nautical miles.



TRADE WIND

Class A was the final class to start, so the schooner sailers never even caught a glimpse of U.S. 12/11, GLEAM, as she took off to windward. For a while it looked like Jim Eastland's ALICIA was going to steal everything in the class as she hugged the Long Island shore in the light airs and was out ahead of both TRADE WIND and BOUNDING HOME. These three boats crossed tacks just west of Middle Ground, with Schiller heading south before tacking for the light, and BOUNDING HOME was first past. With the wind freshening, the Sweisguth designed schooner held a steady seven knots for almost six hours, to finish first in class at 1030, an elapsed time of 17 hours. GLEAM had finished roughly two hours earlier, so those on BOUNDING HOME felt pretty good about staying that close to the 12. TRADE WIND was next to finish but fell to third behind Bill Wertenbaker's well-sailed TYEHEE. Henry Hock's HERANDIS took fourth in Class as ALICIA dropped out after running into a 5 hour calm off Black Point.

12 Meter Wins

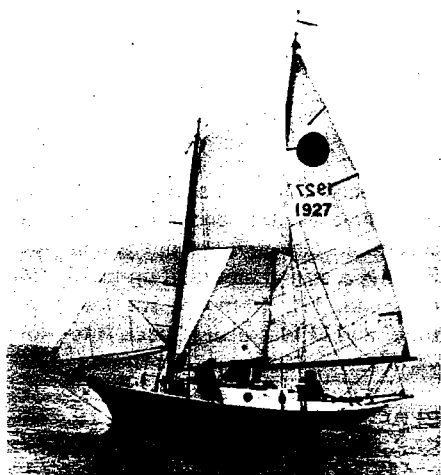
GLEAM, of course, won handily in Class B, followed by the Rosenblatt ketch ROSA II and the restored six meter TAMARY II. Class C was won by the Herreshoff sloop HYEPUS with the Winslow ketch GULL second and Brian Beckwith's

Mystic schooner EBB TIDE third. True to Brian's word, EBB TIDE moves quite well in all weather conditions, and will be a factor in the upcoming schooner races this year. And in Class D, to absolutely no one's surprise, the custom racing sloop WILDFIRE, the former LA FORZA, won going away, with the Cal 33 HANNIBAL second and VIXEN, a Peterson 44, third.

Awards Dinner

The Race Committees, from the Sea Cliff, N.Y., and Thames, Conn., Yacht Clubs are to be commended for their organization and handling of the race, as well as for handicapping a difficult fleet quite fairly. With a larger number of schooner entries next year, it would be hoped that the schooners could all race as a class and not have to worry about competing with 12 meters.

Sumptuous is the word for the awards dinner at the Harkness Mansion, Harkness Memorial Park, on Saturday night attended by Ct. Governor Ella Grasso, who made the presentations. Held in conjunction with the New York and New London Harbor Festivals, this was a banner event and a welcome addition to the racing schedule for traditional boats. Everyone participating hoped that the race would become an annual event, particularly the cash prize winners in Division I.



MYTH

Alicia a Winner at Gloucester, Pushes Canadians at Lunenburg

ALICIA didn't return to her home port of Essex until the last week of August, almost two full months since she had earned the right to challenge the Canadian champion at the Great Schooner Race in Gloucester. In that time span, though, Jim Eastland's handsome gaffer did some real moving.

Sad to relate, only three American schooners entered the Gloucester race: ALICIA, PLEIADES and Nick Craig's OUTWARD BOUND which had made the trip to Lunenburg several years ago. It was really not much of a race as ALICIA won by more than two hours.

On July 22 ALICIA left Cape Ann bound for Lunenburg and her appointment with Captain Steven's KATHY ANN. As if eager for the encounter, ALICIA made a swift 59 hour passage, only running the engines to charge batteries.

After the sampling of traditional Nova Scotia pre-race hospitality, the two squared off for the first match race in light airs. Eastland got the start and led for a good part of the windward leg until KATHY ANN sneaked by in some close in-shore maneuvering. Over the next five

miles, though, the American boat continually narrowed the gap until, when the wind died, she was just astern of the Canadian.

At this point fate and local knowledge saved the day for KATHY ANN. The new breeze came in and the Canadian schooner caught it first and opened up a 200 yard lead. As ALICIA again narrowed the gap, on what was now another windward leg, Captain Stevens chose not to cover. This looked to be a break for the Americans as ALICIA continued to get a lift as she beat toward the finish line. But Stevens knew there was a hole there and Eastland didn't, and when the Essex boat fell in the hole, KATHY ANN was home relatively free.

Over the short course of about 13 miles, the margin of victory for the Canadians was only five minutes.

A 20 to 30 knot southwester was blowing for the second encounter and once again Eastland got the start. But, contrary to past experience, the Canadian boat proved faster in the stronger airs and won over the 25 mile course by almost 20 minutes.

Says Jim Eastland, "Captain Stevens

told me that he was astounded at ALICIA's boat speed, and that if the race had been sailed in lighter airs and in the open ocean he thought we might well have won. Winning, actually, would have made me a little bit happier as hospitality up there is terrific."

Jim also reports that Captain Stevens is building a new schooner, a virtual sister to the KATHY ANN that will be called the MARGARET ANN. "Out of the water she looks like a gaff rigged 12 meter," Jim maintained.

And so the Canadians retained possession of a trophy they have never relinquished, yet the margin of victory this time was narrower than ever before. With some livelier competition in the Gloucester Race, some added enthusiasm from more American schooner sailors and maybe just a bit more luck, the results might well have been turned around. Wait 'til next year.

Outward Bound Vineyard Winner

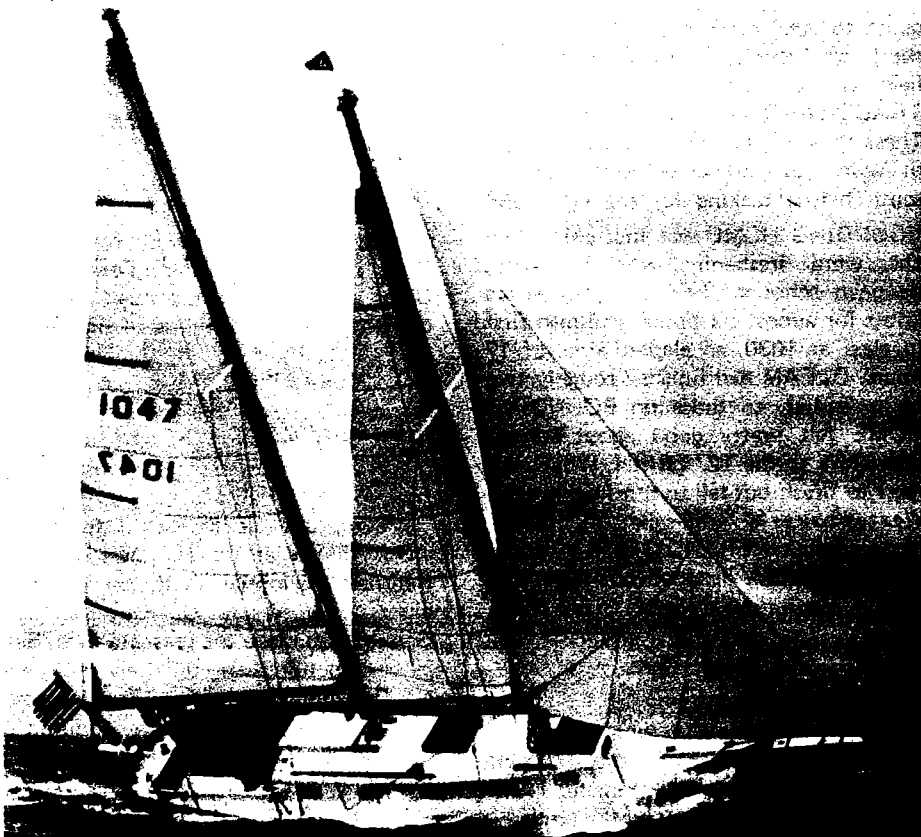
Well, there was wind — at times — and from several directions, as nine schooners and 11 gaffers competed in the Vineyard Schooner and Gaffers race in July. The unsettled conditions, the saw the race being won and lost several times by various frontrunners, according to Chuck Gregory, who was sailing on Charlie Grey's REBECCA.

Nick Craig's 36 foot pilot schooner OUTWARD BOUND led all the way and took Class A and the Cook Trophy, with SWAY second. And MYA, owned by M. Stackpole, won again in Class B although she had plenty of competition from Don Glassie's staysail schooner FORTUNE. REBECCA took third in Class B.

Immediately after a downwind start, the wind dropped completely, and the fleet had a hard time making it around the mark off East Chop. But the wind filled in again, this time from the east, and it was a very close reach to Edgartown, the turning point. At that stage, the wind did a 180 and it was another close reach back to East Chop, where the same hole existed, and everyone drifted around in circles for about a half hour. Finally, a strong breeze of up to 25 knots came up, but from the southwest this time, and it was a beat back into Vineyard Haven Harbor and the finish.

Finishing fourth in Class B BLACK JACK with GOLETTE SAGAMORE withdrew.

In the Gaffers race, the 32 foot sloop ARIA won in Class C over BANZAI.



SAPPHIRE

Photo Mary Anne Stets